

Naval Aircrew Candidate



Mission of Enlisted Aircrew

- The enlisted aircrewman is an integral part of the flight crew
- One of many on board the aircraft ensuring the overall success of the mission
- It is the utmost responsibility of every crew member to ensure the mission is carried out as safe



Missions

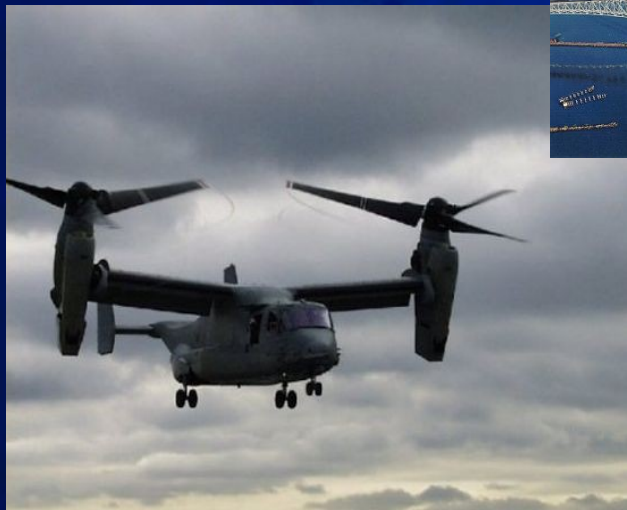
- Missions vary from:
 - Cargo transport
 - Troop transport
 - Heavy equipment extraction
 - Reconnaissance (day / night)
 - Medevac
 - Command / Control
 - Armed escort
 - Aerial Gunnery
- Each and every mission may be executed during the day, at night, and in less than desirable weather conditions.
- Many missions will take place entirely over water.



Aircraft



UH-



MV-22

CH-53E

Training Track

Naval Aircrew Candidate School (NACCS)

- Pensacola, Florida
- Duration: 4 weeks
- Physically challenging
- Extensive water training



Aircrew Training Devices

- Shallow Water Egress Trainer (SWET)
- Helo Dunker
- Rescue Hoist Familiarization

SWET

- Shallow Water Escape Trainer is an additional training aid used in shallow water drills
- Trainee is seated and buckled in.
- Seat is rotated 180 deg, and trainee becomes familiar with the use of underwater breathing apparatus as well as egress procedures.



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Rescue Hoist

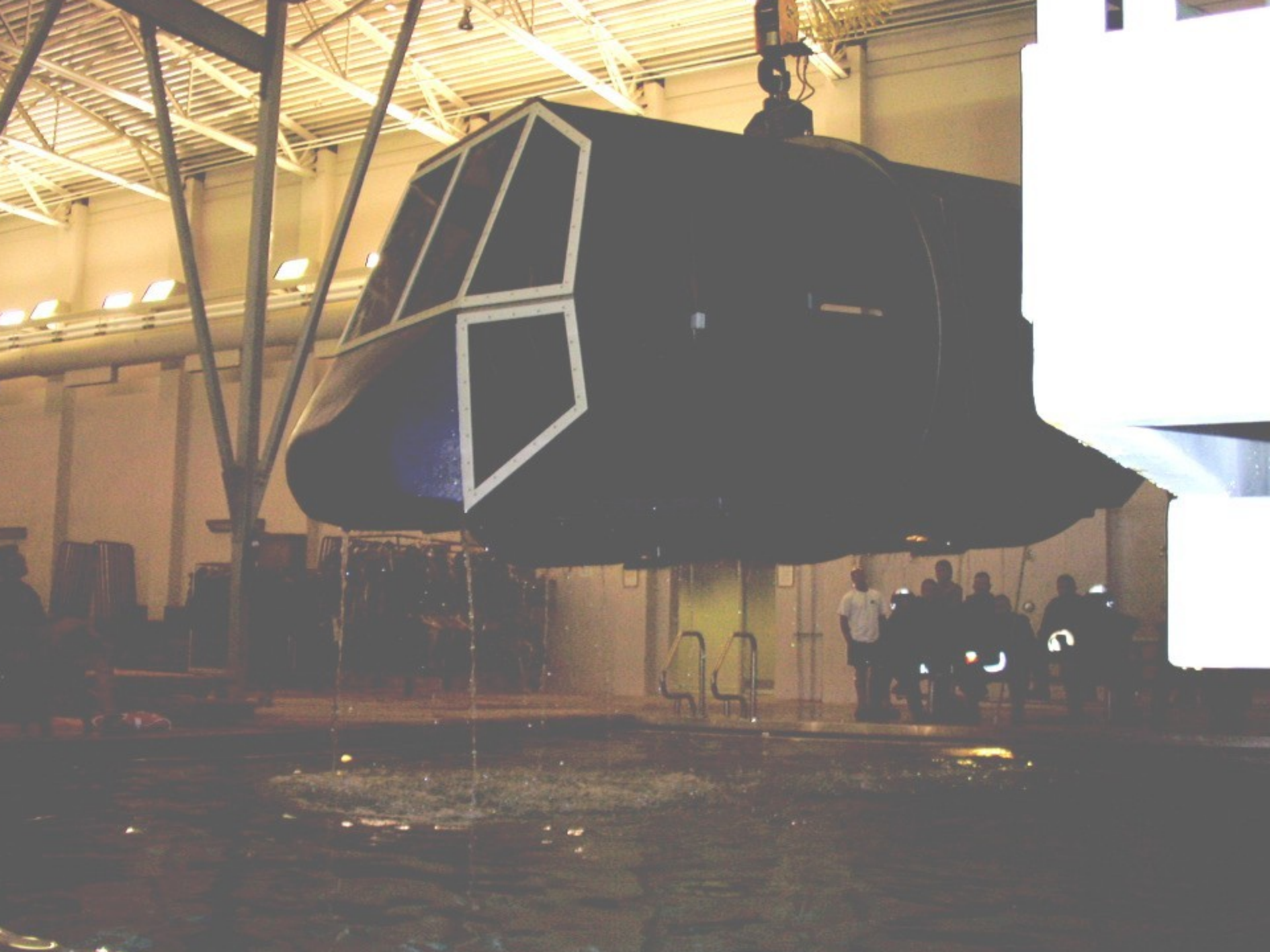
- The trainee learns the proper procedures for hooking up to hoist and lifted from the water
- Spray is introduced to simulate helicopter rotor wash.



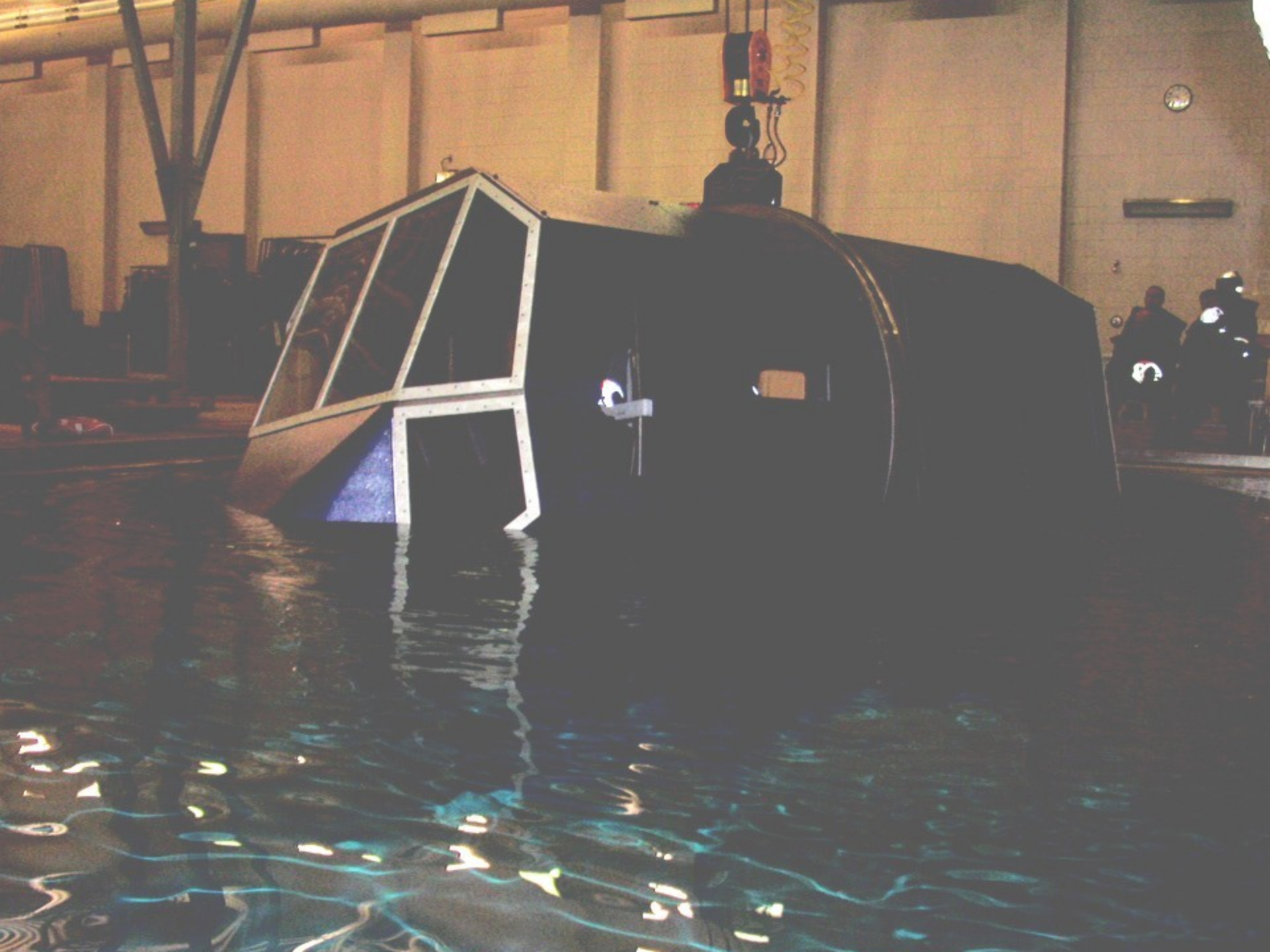


Helicopter Dunker

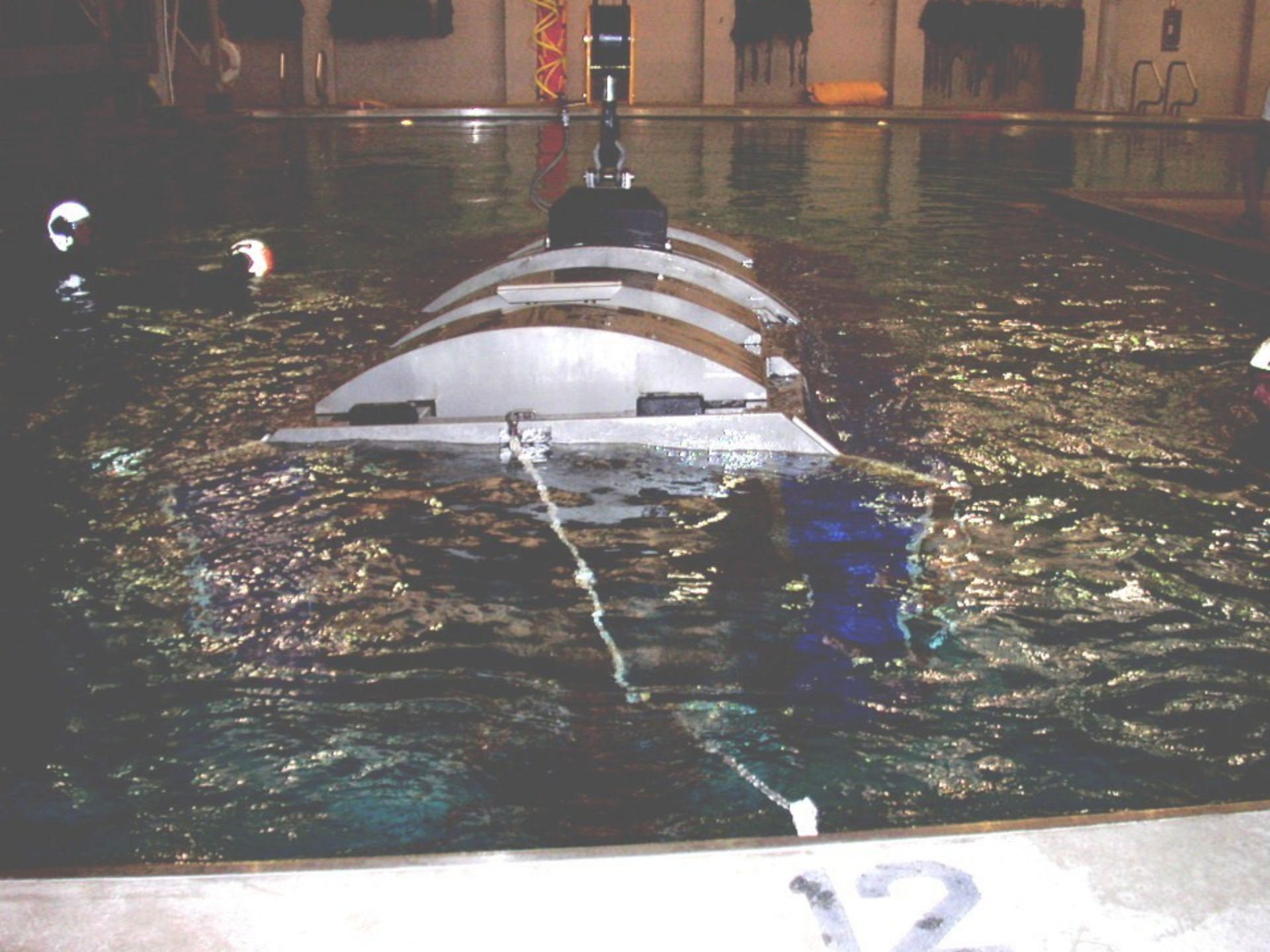
- Trainees are seated inside the dunker and buckled in.
- Dunker is dropped into water
- Dunker rotates upside down
- Trainees learn how to maintain a reference point and the proper procedures for egress.
- Dunker is also ridden wearing “blackout” goggles to simulate a night egress with no visibility











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Survival Evasion Resistance Escape (SERE)

- Brunswick, Maine / North Island, California
- Duration: 2 weeks
- Physically, mentally, emotionally challenging
- Reinforces Code of Conduct
- Prepares aircrew for proper conduct in the event of becoming a prisoner of war



NAMTRAMARUNIT

- Location of school depends on the type of aircraft.
 - CH-46, CH-53, MV-22: New River N.C.
 - UH-1N: Camp Pendleton, CA.
 - C-130 Flight Mechanic: Cherry Point, N.C.
 - C-130 Loadmaster: Little Rock, AR.
- Duration: Approx. 2-3 months.
- Course material covers all aspects of the mechanical workings of the aircraft to which you are assigned.



Fleet Replacement Squadron (FRS)

- Location of school depends on type of aircraft
 - CH-46, UH-1N: Camp Pendleton, CA.
 - CH-53, MV-22: New River, N.C.
 - C-130 : Cherry Point, N.C.
- Duration: 3-4 months depending on type of aircraft.
- Majority of training accomplished in flight.
- Several different flight types required to be flown successfully for final qualification
 - Familiarization
 - Terrain Flight
 - Confined Area Landing
 - Formation
 - Navigation
 - Aided Night Flights (NVD)



Keys to Success

- Ask questions; do not leave a phase of training without having all of your questions answered.
- Put forth 100% effort at all times.
- Error on the side of safety: If it doesn't look right, sound right, or smell right it probably isn't!
- The rest of your flight crew is counting on you just as you are counting on them
- Stay vigilant throughout



DROP ON REQUEST

- Due to the hazardous nature of aviation, the MOS you are about to begin training for provides a means of withdrawal.
- If for any reason during the training track you decide that the aircrew MOS is not for you, you have the right to DOR.
- Page 11 entry is required for a DOR.
- Be honest with yourself and your instructors early in the training track if you feel you cannot accomplish the training required to become aircrew.
- IF YOU DOR, you will be reclassified as per needs of the Marine Corps.

Shipboard Operations

















Ground Troop Insertion

- Getting Marines safely and quickly to the fight is extremely important
- Aircrew are responsible for maintaining order on board the aircraft
- Every Marine on board is closely monitored to ensure personnel safety as well as safety of the aircraft
- Aircrew is responsible for briefing every Marine of proper procedures during an emergency on board the aircraft.











Night Vision Devices

- Marines tend to do a vast amount of fighting at night due to the advantage of darkness.
- Aircraft operations at night are performed utilizing Night Vision Devices (NVDs)
- NVD missions are inherently dangerous due to a lack of visibility
- While NVDs improve visibility at night, visual acuity is impaired as well as depth perception. Peripheral vision is also drastically reduced as the next few slides demonstrate.
- Meticulous attention is required at all times during night operations.







Sand and Dust

- Operations in sandy or dusty environments pose several problems to aircrew and aircraft
 - Damage to aircraft components
 - Lack of visibility
 - Physical discomfort
 - When operating in sandy or dusty environments during night operations, visibility becomes extremely reduced requiring aircrew members to be far more alert and prepared













AERIAL GUNNERY

- Getting rounds on target and protecting ground forces is only one aspect of aerial gunnery missions
- Safety is a primary concern
 - Safety for friendly troops on the ground
 - Safety for other aircraft operating in the area
 - Firing guns during night operations while wearing NVDs becomes even more difficult and requires extreme concentration









TRANSPORT

- Transporting equipment and supplies to and from the objective area is another important mission for aircrew
 - Ensure cargo is loaded safely
 - Monitor cargo throughout flight
 - Cargo carried beneath an aircraft can become unstable













ESCORT

- Escorting convoys and other aircraft is essential to their safety
- Continuous observation required in order to ensure the convoy's safe arrival.
- Engagement on enemy forces located by friendly ground units. (Aerial Gunnery)





AERIAL REFUELING







MEDEVAC

- Medevac missions are inherently fast paced due to the extreme need to evacuate a casualty as quickly as possible.
- Aircrew are responsible in assisting any way they can
- Most medevac missions will be conducted in a hostile environment







QUESTIONS

